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OUR STANDARD BLEND OF
SCOTCH WHISKY
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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,811 號壹十百八千四萬一第 日九廿月拾年壹十三緒光 HONGKONG, WEDNESDAY, SEPTEMBER 27TH, 1905. 三拜禮 號七十二月玖年五零百九千一英港香 PRICE, \$3 PER MONTH.

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[a1342]

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PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
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General Managers.
Hongkong, 1st March, 1905. [a1412]

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Consultation Free.
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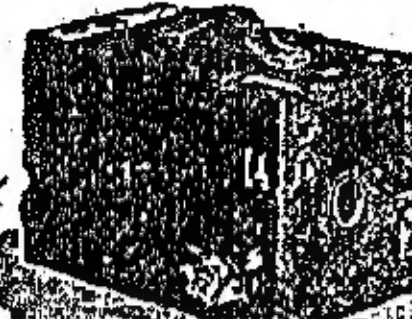
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CHAMPAGNE GROWERS AND SHIPPERS.
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Hongkong, 17th May, 1905. 122

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CHEMISTS AND DRUGGISTS,
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Table D'Hotel at separate tables.
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Hongkong, 24th July, 1905. [a1729]

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Hongkong, 31st October, 1902. [a4]

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THE MANAGER.
Hongkong, 7th October, 1904. [94]

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[a2417] **THE MANAGER.**

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Hongkong, 11th May, 1905.

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On communications relating to the news columns, should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C. 6th Ed. Editor's P.O. Box, 88. Telephone No. 12

HONGKONG OFFICE: 10A, DES VUEX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1905.

The capital of the Douglas Steam Ship Co., Ltd., is one million dollars; but the local valuation of the company, as it appears in the share lists, is now only \$710,000; that is to say, the 20,000 fifty dollar shares are now worth only \$355,000 each. The bare assertion of this very patent fact seems sufficient to show that there is "something rotten in the state of Denmark;" that British shipping locally is in a parlous state; and that "something should be done." Unfortunately, Mr. PERRY did not indicate at the shareholders' meeting what that something should be. Apparently he and the Chairman, Mr. H. P. WHITE, were somewhat at cross-purposes, the one wishing to awaken his colleagues to the urgent need for some action, the other impressed by the unwisdom of open speech, yet both, we imagine, anxious for the greatest good of the shareholders. Prima facie, we would say that such caution, though well enough in its way, would tend ultimately to disfranchise the shareholders. The annual meeting is the statutory opportunity reserved for the shareholders to ask questions and pass criticisms, and to make or unmake directors with a view to conserving the interests of the proprietors at large. It will be noted that Mr. PERRY desired an extraordinary meeting at which to discuss the position of affairs; but that beyond giving the CHAIRMAN some pleasurable sensation, his suggestion was wasted. There may still be two opinions as to the wisdom or otherwise of open discussion; but there can be no doubt that it is not the wisest course to ignore such an agitation. The accounts

show how circumstances have changed, and indicate that the old methods that suited the old times may not be the best to-day. Mr. PERRY's suggestion of a syndicate wanting to take over the entire concern at \$50 a share (for shares quoted at \$35.50 only) was surprising, and not a little alarming to those whose interest in British shipping is more patriotic than commercial. If the business is worth par value to any other syndicate, why should it not be worth more to its present proprietors? The figures indicate that it is worth far more. The actual cash assets on mortgage and deposit amount to \$386,000, and with the augmented reserve fund, stand now at \$665,638. There are also the steamers and moorings, written down, since the last meeting, to \$714,311. Thus the original capital of \$1,000,000 is shown to be in hand, and \$384,949 besides. In face of this, the shareholders could well afford to have their property written down eight per cent, although, in face of the sales of the other steamers, we fail to see the necessity. This so-called prudence results in a real misrepresentation of the value of the assets, and the suspicion presents itself that its not unwelcome effect is to go some way to disproving Mr. PERRY's complaint that the dividends earned are not commensurate with the capital at its disposal. The expected increase of competition is in no way provided against by such a step, as it is provided against, for instance, by a reserve fund. It is, of course, recognized that the average shareholder shares the feeling with regard to his possible successors that was expressed by the man who said: "Posterity be damned. Want has posterity done for me?" These writings down, and these gilt-edged mortgage securities, are all very well for the shareholder of the future; but Mr. PERRY, and many with him, consider that better present returns are not only desirable, but possible. This opens up a large question with regard to British shipping and foreign competition. Japan is Great Britain's ally, but in commerce it is every one for himself; and the expected revival and increase of enterprise on the part of the subsidized Japanese steamers will be sure to re-open the question whether it be not possible, and desirable, for the Government of Hongkong to impose some port due or tax upon foreign steamers that will counterbalance the advantage they enjoy over British in the ships of subsidies. The CHAIRMAN stated that many fruitless efforts had been made to come to some arrangement with the Japanese, the cause of the failure being darkly hinted in his phrase: "but you know the Japanese." This may mean anything; but if it means that the Japanese fail to appreciate the meaning of such mutual understandings as were here indicated, it was unjust; for it is a matter of history that the first overtures were made by the Japanese themselves, and flouted in such a way as to justify the comment, "but you know the Hongkong shipper." However, it is too late to talk of that now, and comments, polite or otherwise, can be discarded. The point is that British shipping will soon have to fight harder than ever for its existence, let alone its predominance; and that it behooves the directors of British shipping companies to leave nothing undone or untried that can possibly help towards success. In the meantime, shareholders are turning from directors to Government and back again, well aware that "something should be done," but feeling their aspirations muzzled in various way and for various reasons.

The promoters of an agricultural bank are holding meetings at Manila. From Manila Observatory, at 4 p.m. on 25th September, comes the following warning to the American Consulate:—Typhoon approaching East Samar. The Tribune states that the Vatican is about to open negotiations at Peking and Tokyo for the institution of an Apostolic Delegation at Tokyo and a Nunciature at Peking. One of our telegrams appeared yesterday morning under a misleading heading, "Chatham will be dynamited Thursday" referred to the destruction of the s.s. Chatham which has been impeding traffic in the Suez Canal. Major General and Mrs. Villiers Hatton, Major and Mrs. Pritchard, Dr. and Mrs. Bateson Wright and several other prominent Hongkong residents returned to the colony yesterday by the steamer Empress of China. Mrs. Clark, wife of the Hon. Dr. Clark, M.O.H., arrived by the German Mail. While sitting on the verandah of her house at No. 34 Shaubuiwan Road, an old Chinese woman was struck by a large piece of granite which alighted on the verandah. Some blasting operations were being carried out on the opposite side of the road, and the granite which caused the injury came from this quarter. The woman was removed to hospital, where it was found that although badly bruised she had no limbs broken.

To-morrow (Thursday) being the anniversary of the birthday of Their Most Faithful Majesties the King and Queen of Portugal, Senhor-Conde de A. G. Romano, the Consul-General for Portugal, will be "At Home" at his residence, "Duarte," Arbutnot Road, from 11 a.m. to 1 p.m.

We have received statistics showing Japanese coal exports for the first half of this year. As usual, the Mitsui Bussan Kaisha were ahead with 1,633,038 tons out of a total of 3,365,794 tons. Assuming the two half years to be equal, this is an increase over last year, when the M. B. K. shipped 2,547,473 tons out of a total of 5,816,848 tons.

We are informed that the propaganda for the abolition of judicial torture in China is progressing steadily. The Japanese are, it is stated, now getting interested in the question. Some time ago a leading Review on Law and Jurisprudence published a translation of the chapter of Becaria on the 18th September Mr. Volpicelli was received by the Minister for Justice and was promised some valuable statistics relating to the abolition of torture in Japan and Formosa.

For Thursday's meeting of the Legislative Council, the orders of the day include the first reading of a Bill entitled An Ordinance to transfer to the General Revenue the moneys standing in the Treasury to the credit of the Widows and Orphans' Pension Fund, to provide for future payment of pensions to the Widows and Orphans of deceased Public Officers, and to make the payment of the same a charge upon and payable out of the said General Revenue.

Eighteen cases of king-fishers' skins have been seized on board the Catherine Apeur, a Calcutta telegram. The goods were shipped as medicine and tobacco, and the seizure was the result of a long and careful surveillance by the Customs Officer who detected the contraband. Bird skins of this description are valuable in China, where they are in great and constant demand. Their export was forbidden by Government several years ago, because of the cruelty involved in the trade.

Concerning the state of affairs in German East Africa, it was stated as long ago as August 19 that "the situation in the Douda and Livala districts has lately become precarious. According to native reports which have reached Kilwa, the Catholic Bishop and four missionaries, two brothers and two sisters, have been murdered while travelling to and from Kilwa to Livala. The Bishop had been advised to return by the district authorities of Kilwa and was several times requested to abandon the journey, but he replied that he would travel on his own responsibility. The Governor asked for an immediate reinforcement of the military forces at his disposal.

A Paris correspondent last month wrote that the present revival of interest in Indo-China shown by the Government and the Colonial party is the mere recognition of the appearance of a new factor which is bound to be a constant quantity in the problems of diplomacy in the Far East. France means simply to look the new situation in the face and to seek to readjust her interests to the altered state of things. As the *Dépêche Coloniale* says, a primary obligation for France is to show that she is strong, but it is no less important to convince Japan of her good will and her esteem for that Power. Above all, France must realize that the Japanese are the peer of the other races, and that Japan "deserves and means to be treated on an equality with Western nations." This is the spirit in which the defense of Indo-China is being accelerated by the French Government.

It is with very deep regret that we have to record the death at his post of Mr. Julius Neumann, Commissioner of the Imperial Maritime Customs at Mongtze Yü. We learn (says the N. C. D. N.) that Mr. Neumann had been suffering for some time from fever but the exigencies of the service did not permit of his being relieved, and he had died in harness. Mr. Neumann, a native of Hanover, came out originally to China to the firm of Siemens & Co., and not seeing much prospect of early advancement, he joined the Customs service in 1878, and proved himself a most valuable member of the service. Kind-hearted, hospitable, generous, and extremely well-informed, he was a pleasant companion and a warm friend, and so genial was his nature, that he could not have made an enemy in his life. It has been his fate of late years to be stationed in rather inaccessible parts of the Empire, but he had nevertheless a large number of friends to whom the news of his death in the far south-west will come as a sad blow.

Letters continue to reach the *Daily Press* denouncing "Thrifty Lad" and all his works. Even if we had not notified that the subject was closed for the present, most of these are inadmissible. What was wanted were figures and facts of interest to both taxpayers and prospective employees. There is no benefit to be gained by publishing assertions that our anonymous correspondent must be a liar, or a skindiv, or a dirty fellow. It may interest those who have been thus assailing "Thrifty Lad" to learn that we had a correspondent who claimed to live still more cheaply, and to save even more. He and two other young men share a large room for which they pay \$3 a month, they share the cost of one "boy" to look after it (\$3) and they share food sent in from a hotel, what they call "two portions at \$30 a month." It will thus be seen that their board, lodging, and attendance costs them a little over \$4 a month each; and the writer asserts that they "live like fighting cocks." The majority of letters received, being roughly averaged, put the necessary monthly expenditure of a single young man at \$150.

The Nanfengpao says:—On November 15th there will be held on the banks of the Yellow River a grand celebration in honour of the completion of the bridge, which is one of the greatest feats in the history of engineering. Among those expected to be present are Their Highnesses, Prince Ching and Prince Chun, Viceroy Yuan Shih-k'ai, the Governor of Hanan, and other high officials. Special trains will be run from Peking and Hankow to convey the distinguished guests, and feasts, Chinese and foreign, will be served at all important stations. It is reported that 200,000 teals will be expended in the celebration of the occasion. If this report is true, it seems to us that in view of China's poverty and degradation, such extravagance and waste of money are exceedingly unwise. Viceroy Chang will not be present, as his health does not justify his taking the journey.

When the news of the capture of the *Australia* reached London last month, the *Times* Insurance correspondent wrote:—There is not much doubt that the *Australia*, described as a "Russian transport" and reported to have been "captured" by the Japanese in Potemlovsk Harbour on August 13, is the American steamer of that name. This vessel is of 2,775 tons, was built in 1875, and is owned by the Oceanic Steamship Company, of San Francisco. Pending further news, it is impossible to say on what grounds this vessel has been seized; the name of her last port of call is not quite clear, but it is believed that she was returning laden with furs owned by an American company. In that event her "capture" by the Japanese will require explanation. The hull of the *Australia* is insured against ordinary war risks for \$20,000. Against war risk the vessel is insured for \$13,500, and \$9,000 is done on freights, &c.

THE KING'S ENGLISH.

We do not know whether the following circular is in Japanese-English or Chinese-English, as it relates to a Japanese performance and is signed by a Chinese firm. It is amusing enough to print, however.

"Japanese Conjunction." This is called "Wonderful Art of Tran Substantiation" which is famous in the world but this is the first time to play in Hongkong. The play are such a gentleman coming out and courting himself like a skeleton in a minute, a lantern, into a cage of sparrows flying about, a dog into a rabbit and a cat, and a curious picture of men smoking cigar, into the man's mouth and cigar having smoke to come out. There are still many curious arts which we can't write all in this paper.

Then follow dates and prices, with the notification that "Small boy charge half price."

THE NEW COMMODORE.

Commodore Williams—who succeeds to the Hongkong command, Commodore Dicken having been promoted to the rank of rear admiral—arrived yesterday from England via Vancouver by the C.P.R. steamer *Empress of China*. He is accompanied by Mrs. Williams and family. Rear Admiral Dicken leaves on Saturday week on board the *Vladiv*.

There were no formalities attending the advent of his successor.

AMERICAN PRESIDENT AND INSURANCE FUNDS.

The *Manila Cablenews* publishes the following telegram:—Washington, September 21.—President Roosevelt has again made a sensational move in the strenuous fight for economy in public life, which he has been waging so many years.

He has had returned to the great life insurance companies the large sums which they contributed at the last election to the republican party. He called a meeting of the republican national committee and laid the matter before it. He stated it was embarrassing to him to know and to have made public through the press by the examination of the accounts of these insurance companies, that they had given him amounts to aid in his election.

He requested that these amounts be given back. It seems that after the last election there remained in the republican campaign fund about \$900,000. Since then part of this has been spent but there was plenty left to permit the committee to accede to the President's request.

It is believed that this betokens a national investigation of these insurance companies, with a view to the protection of the policy holders.

CHINA'S REVIVING INTEREST IN MANCHURIA.

The following telegram, dated Peking, 17th September, appeared in the N. C. *Daily News*:—The Chinese Government has completed investigations regarding the opening to trade of the Three Eastern Provinces, and has decided that in addition to Mukden, Antung, and Tientsin, which are to be opened by the stipulations of the treaties made with Japan and Great Britain (America), Korea, Ninguta, Kichun, Hulatang, and Tientsin will be opened.

China has telegraphically ordered H. E. Hu Wei-teh (Chinese Minister at St. Petersburg) to open up negotiations with the Russian Government for the opening of Vladivostok as a commercial port.

LI YONG-IK OF COREA.

Li Yong-ik, having committed an infraction of military discipline by basking himself abroad of his own will, notwithstanding that he holds a position in the Korean military service, has been arraigned *in absentia*, cashiered, and deprived of his military rank of Major-General. Li Yong-ik is one of the prominent Korean politicians who have been working underhandedly in the Russian interest. He is supposed to be now in Shanghai, and conspiring against Japan with the late Russian Minister to Korea, and the anti-Japanese ring there, whose leaders are Ki Hae-chin and Hsien Shang-chien; but the time has gone by for these intrigues to have any success.—N. C. *Daily News*.

TELEGRAMS.

[SECRETARY'S SERVICE.]

NORWAY AND SWEDEN.

LONDON, 24th September.

The Karlstad conference has terminated, and it is officially announced that an agreement has been reached; protocols will be published next week, in Christiania and Stockholm simultaneously; orders have been given to the Norwegian and Swedish troops to withdraw from the frontier.

AUSTRIA-HUNGARY.

LONDON, 24th September.

King Francis Joseph desiring to make a final attempt to restore a constitutional regime in Hungary, has summoned to Vienna the leaders of the opposition, who form the majority of the Diet and requested them to form a Cabinet, but His Majesty has positively declined to entertain any modification affecting the union of Austria and Hungary, or the army, and has warned them earnestly of the responsibility they will incur if they adhere obstinately to the old standpoint. The King has refused to see Count Goluchowsky because he is not a Hungarian, and Count Czirnky has, therefore, been appointed to conduct negotiations.

BRITISH IMPERIAL DEFENCE.

LONDON, 24th September.

The acquisition of the Tanjong Pagar Docks at Singapore forms a part of a final Sir John Fisher's Imperial defence scheme, which also comprises the establishment of naval bases at Gibraltar, Dover and Singapore, and the abandonment of Weihaiwei, Trincomalee, Halifax, and Esquimaux.

The *Observer* announces that the establishment of a naval base at Singapore practically forms a part of the new Anglo-Japanese agreement for mutual self-protection.

TREATY PORTS OR "TRADING CENTRES."

Now that so many inland Treaty ports, or as we generally term them for purposes of distinction, "trading centres" are being voluntarily opened by China, the proclamation by the Chinese authorities which we reproduced elsewhere has a universal interest. The Banquet difficulty, as our readers are aware, has long been the instance of a British merchant that the "opening of Chungking to foreign trade" meant the opening of Chungking (city) and not a swamp in some district outside the city where trade would be difficult if not impossible. The fact that at each treaty port there is a foreign settlement or residential and business quarter, is being utilized by the Chinese in their present small-scale humour, to signify that when they write "black," "green," "red," "yellow," or "blue," they mean a thing, and not a colour. But fortunately though diplomacy is an easy-going animal and will occasionally munch straw for no other reason than because it is marked "hay," the British Minister has read into the present case an insidious and dangerous precedent, and having stood firm, as every British Minister might well have done before him, Mr. Beaumont's position has been legally justified, and a rather nice question satisfactorily settled. Such a question, would not, of course, have been raised in any other country than China, where any argument apparently serves to bait the dog, they are chattering as the Government are perfectly well aware that in all the treaty ports the pioneer traders have had their longings in the native cities, and their present disposition is for mutual comfort and convenience and not a point of law. Here in the North there are several "Chungking" being opened now, and in Manchuria we look for a few more in the near future, and it is as well that the Chinese should be as clear as the point of locality as foreign traders will be.—*Manila Times*.

SIGNIFICANT CHINESE CHANGES.

That the people of this country are having their eyes opened, especially those of the younger generation, and are changing in many of their manners, customs, and modes of thought, to which their seniors and ancestors have hitherto steadfastly clung, in favour of those of the West, must be plain to the most casual observer. That this change has penetrated even to those among the highest in the land who, seeing the approaching me amorphosis, so to speak, of the younger generation, have bent to the inevitable and are also adopting more modern methods, may be perceived at least by the following two instances. In China, methods of address between the higher and the lower are looked up in hard and fast rules. Students of the Chinese written language and of Chinese official customs and etiquette especially know this, and it would take many columns of closely printed matter to explain or even superficially. It is the etiquette and Royal prerogative to receive and accept everything as by divine right from a subject, and a Chinese Emperor merely orders in terse language a gift to be handed back to his subject if it be not acceptable, and there is an end to it. It came, therefore, as a surprise to many, we might even say to the West, to learn that, when some time ago Viceroy Chang Chih-tung offered to give to their Majesties ten thousand taels of his annual salary to help in making some necessary repairs to one of the Imperial Palaces, the Emperor, in refusing the offer, issued an Imperial Rescript "sincerely thanking" the Viceroy for it. A careful search into the historical records of this country have failed to give a similar instance of a sovereign thanking a subject for anything. The next instance of the change that is coming over the land appear in a proclamation issued at Canton the other day, by Viceroy Tsen Chun-hsien, with regard to the Boycott on American goods, calling upon the people of the province of Kwangtung to exhort each other to refrain from violence. In proclamations of this sort the custom of immemorial has been in addressing the people to say "You are required to obey the instructions herein given," etc. In the proclamation of Viceroy Tsen in question, his Excellency does not say "you are required," etc., but "I therefore request the merchants, gentry and people of the whole province to obey," etc.—a mode of address which also occurs for the first time in the history of this country.—*Native Notes* in N. C. D. N.

HONGKONG JOTTINGS.

We have no seismological experts, I believe, in Hongkong, though something has been mentioned about "seismographs" being lent by Hongkong to Macao. It would be interesting to have some explanation offered by an expert as to the origin of the recent earth tremors in the neighbourhood of the Canton delta. They have been so numerous during the last month or two—especially at Macao—that the people have almost ceased to be alarmed. I have been wondering whether the shocks may not be explained as were a series of similar shocks in Kobe a few years ago. The people of Kobe were periodically frightened by ominous noises in the bowels of the earth followed by tremors which were particularly terrifying to the residents at the summer resort on the top of the hills which correspond to our Peak. Experts offered the explanation that deep down in the bowels of the earth were gigantic caverns or passages, which were falling in and these subsidence produced both the noise and vibration. At Macao it has been noticed that the tremors are preceded by subterranean noises like thunder, and it suggests to my mind that their origin may be similar to that of the Kobe "shocks" of six or seven years ago.

How, why and wherefore is it that the Sporting Clubs of the Colony have not called a public indignation meeting to protest against the reference to sport in the speech delivered by the Hon. Mr. Robert Shaw at the last meeting of the Legislative Council? Perhaps the men "who dream all day of polo ponies, cricket matches and boat races" do not find the time to read long speeches, so for their benefit I will quote the passage in this short note. Mr. Shaw said:—

"I am quite in agreement with Mr. Kipling, and do not think in this colony sport requires any encouragement. If our young men were but to serve their masters as diligently as they serve their god 'Sport,' we should not see the British slowly driven out of the trade of China by the hard-working German, thrifty Japanese, and the unflinching Chinaman. In trade and commerce to-day the race is to the man who gives himself entirely up to it, and who, like St. Paul, has put away childish things. We shall never regain our old position in the Far East by encouraging our men to dream all day of polo ponies, cricket matches, and boat races."

Did the Hon. Member representing the Chamber of Commerce speak from conviction, or were the observations made purely in the Plokwickian sense? Ask the question because at the time the speech was being delivered the V.R.C. Aquatic Sports were taking place in the harbour and I noticed the name of the Hon. Mr. Robert Shaw among the donors of prizes!

The remarks of Mr. Shaw are, however, deserving of serious attention. Are the British really being slowly driven out of the trade of China? Has not the value of British trade with China been constantly on the increase? Mr. Shaw, I fancy, would not contest that "our old position in the Far East" was gained because the British youth of former days did not go in so much for sport. My impression, gathered mainly from books, has been that though there was not so much glorification of sport as there is in the Colony to-day, the average Colonial devoted far more time to his recreations than does the man of to-day. The British had no competition in these days and now there is competition and plenty of it, and I think the British are learning the truth that "in trade and commerce to-day the race is to the man who gives himself entirely up to it."

The question of the registration of partners in Chinese firms is an old one in this colony and has been discussed in Singapore and Penang, and probably wherever there is a Chinese community having commercial relations with Europeans. A memorandum by Mr. Stewart Lockhart, ex Colonial Secretary, which was published four or five years ago tells us that the question was raised as far back as 1874 when the Chinese community petitioned for some system of registration of Chinese partners, "and ever since that year the question has been re-opened at intervals, but has always been allowed to drop." In 1901 the Government appointed a committee to inquire into the question, and the committee unanimously decided (though for different reasons) that it would be inadvisable to introduce a Bill for the Registration of Partners in Chinese firms. The general ground for such a decision was that it would be impracticable to give due effect to such legislation. Since then the evils of the want of some system have constantly been shown in the Supreme Court, and it will not have been forgotten that Sir William Goodman, at the close of his term as Chief Justice, strongly urged the need for legislation in this connection. The evil is acknowledged, but the means of correcting it have long been in dispute. As H. E. the Governor is apparently willing to consider a definite statement from the Chamber of Commerce, the Chamber will no doubt consider the subject again in the light of the experiences of the last five years.

Yesterday at the Police Court two or three building contractors were fined \$250 each for using mortar which was not up to the standard required by the Public Works Department. I may be mistaken, but I think these are the first prosecutions of this kind that have taken place in the Colony. Two or three years ago official inquiries were held into a series of building collapses leading to the death of thirty human beings. No concrete was attached to anyone but the inquiries proved what was before very strongly felt, that the whole system of building supervision in Hongkong had in the past been wrong, and if the result of the inquiries did not call for the "hanging" of any person, they

[illegible]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

IN das hiesige Handelsregister ist zu der Firma REUTER, BROCKELMANN & CO. eingetragene worden:

Lein Kaufmann WALTER BAUR in Canton, ist Prokura erteilt worden.

Canton, den 25. September, 1905.

KAISERLICH DEUTSCHES KONSULAT. 2218

BOARD AND LODGING by a YOUNG GENTLEMAN. Hongkong preferred. Please state terms. Box 915.

WANTED BOARD & RESIDENCE. Young Gentleman. Requires Board & Residence. Kowloon preferred.

TO LET. Care of "Daily Press" Office. Hongkong, 27th September, 1905. 2219

FURNISHED ROOMS (Comfortable, and with Every Convenience) in a Quiet Private House in Kowloon. Apply to F. G. Care of "Daily Press" Office. Hongkong, 27th September, 1905. 2221

TO LET. Care of "Daily Press" Office. Hongkong, 27th September, 1905. 2220

AT SEA VIEW, WANGCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas. Apply to Mrs. G. ALLEN or to Mrs. H. WHITE, No. 4, Blue Buildings, Hongkong, 17th September, 1905. 2222

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship "HATCHING," Captain A. E. Hodgins, will be despatched for the above ports on THURSDAY, the 28th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers, Hongkong, 27th September, 1905. 2223

FOR SHANGHAI. Taking Cargo at Through Rates to SHANGHAI, HANKOW and CHEUNGLOO.

THE Steamship "LOONGMOON," Captain F. Kalkofen, will be despatched for the above port on SATURDAY, the 30th inst., at 4 p.m.

This steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents, Hongkong, 26th September, 1905. 2216

COMPAGNIE DES MESSEGERIES MARITIMES. FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship "OCEANIAN," Captain Court, will be despatched for above ports on or about TUESDAY, the 3rd October. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, 27th September, 1905. 2217

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS. FROM LONDON, ETC.

THE Steamship "GLENESK," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godowns Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW. Hongkong, 26th September, 1905. 2217

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "ZIETEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 2nd October, at 9.30 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 26th September, 1905. 2218

NOTICE. HIS EXCELLENCY THE GOVERNOR will be "AT HOME" at Mountain Lodge on FRIDAY, the 29th inst., from 4.30 to 6.30 p.m.

Hongkong, 26th September, 1905. 2208

NOTICE. THE AUTHORITY GIVEN to Mr. WILHELM DOMMICH in Canton, to SIGN our Firm per proconsul, has this day been withdrawn.

REUTER, BROCKELMANN & CO. Hongkong, 22nd September, 1905. 2190

REQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPTROLLER. Good references and substantial securities required.

Apply in writing to Messrs. JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central, Hongkong, 14th September, 1905. 2050

LESSONS IN FRENCH. NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady. Care of Office of this Paper. Hongkong, 18th August, 1905. 1498

COLD STORAGE. THE HONGKONG ICE COMPANY, LTD. Have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PAULAN, Manager. Hongkong, 18th September, 1905. 155

HONGKONG VOLUNTEER CORPS. GRAND PROMENADE CONCERT on the VOLUNTEER PARADE GROUND. (Near Tramway Station) on SATURDAY, SEPTEMBER 30th, at 9.15 P.M.

Tickets ... \$2 and \$1. Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club. Hongkong, 25th September, 1905. 2201

GOVERNMENT BILLS. TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on the 29th September, 1905.

The Tenders to state the total amount in Pounds Sterling and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

INTIMATIONS.

NOTICE.

THE ANNUAL GENERAL MEETING of the Club will be held (by kind permission of the H.K.C.C.) in the Cricket Club Pavilion on FRIDAY, the 29th inst., at 5 P.M.

T. C. GRAY, Hon. Secretary. Hongkong, 22nd September, 1905. 2172

STOCKBROKERS' ASSOCIATION OF HONGKONG. NOTICE. THIS Month's (SEPTEMBER) Settlements will take place on FRIDAY, the 29th inst.

By Order of the Committee, F. S. JOSEPH, Hon. Secretary. Hongkong, 25th September, 1905. 2159

HONGKONG ST. ANDREW'S SOCIETY. THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL at 5.30 P.M. on FRIDAY, the 29th inst.

Will members who have not received a copy of the Annual Report and Statement of Accounts for the year ending 31st August last, kindly apply to the undersigned.

W. A. ALSTON, Acting Hon. Secretary (Care of Butterfield & Swire). Hongkong, 22nd September, 1905. 2180

HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION (CHINESE DEPARTMENT). 23, DES VOEUX ROAD, CENTRAL.

THE NIGHT SCHOOL of the above will open for its 14th session on MONDAY, OCTOBER 2nd. BOOKKEEPING, COMMERCIAL CORRESPONDENCE, SHORT HAND, TYPEWRITING, BEGINNERS' ENGLISH, INTERMEDIATE ENGLISH, ADVANCED ENGLISH, MANDARIN MUSIC, THE CHINESE WRITTEN CHARACTER, AND ANY OTHER SUBJECTS for which there is an enrolment of ten students, will be thoroughly taught by EX-PERIENCED FOREIGN and CHINESE TEACHERS. A GOOD OPPORTUNITY to improve yourself in your leisure hours. Fees moderate. Room bright and comfortable. For full information send for our Educational Prospectus or call at the office of the Secretary.

Hongkong, 22nd September, 1905. 2182

HONGKONG CLUB. NOTICE. THE EIGHTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, \$100 each, was held in the Hongkong Club House, on THURSDAY, the 21st inst., when the following DEBENTURES were drawn for redemption:

19 302 767 1262 1636
52 305 791 1255 1651
56 317 804 1247 1640
73 319 851 1233 1772
80 323 852 1269 1785
139 368 871 1369 1838
181 391 878 1410 1854
181 391 878 1410 1854
187 427 942 1415 1856
190 498 975 1429 1887
237 467 1008 1448 1884
239 467 1097 1446 1906
266 456 1134 1555 1982
301 745 1173 1574 1891

and will be payable at the Hongkong and Shanghai Banking Corporation on the 3rd day of September, 1905, in exchange for surrender of same.

(By order) C. H. GRACE, Secretary. Hongkong, 22nd September, 1905. 2183

BOARD AND RESIDENCE. FURNISHED BEDROOM WITH BOARD in best part of Kowloon. Moderate terms.

Apply—Care of "Daily Press" Office. Hongkong, 25th September 1905. 2197

BOARD AND RESIDENCE. MRS. GILLANDERS. "GLENWOOD," 27, CAINE ROAD. Hongkong, 26th September, 1905. 2165

BOARD AND RESIDENCE. WITH Private Family suitable for Gentlemen. Good Locality; Central. Tennis; Hongkong. G. L. Apply to—Care of "Daily Press" Office. Hongkong, 19th August, 1905. 1921

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE." A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road, (late of "Tang Yuen"). Hongkong, 27th June, 1905. 1635

FIRST-CLASS BOARD & RESIDENCE. "ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road. EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. 70

VISITORS TO CANTON. Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER." BY CAPTAIN C. V. LLOYD (S.S. "HANKOW" With Illustrations, Maps and Plans. Price \$1.30

On Sale at—"Daily Press" Office. Messrs. KELLY & WALSH. Messrs. W. BREWER & CO. Canton: Messrs. A. S. WATSON & CO. Hongkong, 4th October, 1903.

ON SALE. BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

WEBLEY & SCOTT REVOLVER & ARMS CO., LD. AUTOMATIC REVOLVERS, SPORTING GUNS, & CO. G. REISS & CO., LD. SOLE AGENTS FOR CHINA & JAPAN 12, SECHUEN ROAD, SHANGHAI. 1571

INTIMATIONS. HONGKONG HOCKEY CLUB. THE ANNUAL GENERAL MEETING of the Club will be held (by kind permission of the H.K.C.C.) in the Cricket Club Pavilion on FRIDAY, the 29th inst., at 5 P.M.

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PUBLIC COMPANIES

IN THE MATTER OF THE TERRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON, Liquidators. Hongkong, 22nd September, 1905. 2181

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th OCTOBER to the 18th OCTOBER, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 15th September, 1905. 2136

AUCTIONS. PUBLIC AUCTION. PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 2nd day of Oct., 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Cr. w. Land on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

2204

PARTICULARS OF THE LOT. Boundary Measurements. Contents in Square Feet. Upset Price.

Lot No. 1. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 2. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 3. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 4. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 5. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 6. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 7. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 8. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 9. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 10. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 11. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 12. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 13. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 14. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 15. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 16. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 17. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 18. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 19. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 20. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 21. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 22. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 23. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 24. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 25. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 26. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 27. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 28. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 29. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 30. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 31. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 32. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 33. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No. 34. Situated on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PUBLIC COMPANIES

IN THE MATTER OF THE TERRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

Opened to Foreign Trade, &c.
Published at Daily Press
Price 25 Cents. Cash.
Hongkong, 1st April, 1897

there were crafty contractors among
and deo living them with artful
excusation on an showed that they
and within a few days they were told
to make up the advance allotment, a
would be given to the relatives who
draw money every month. Who k
directly they arrived at their destinat
pas-books became null and void and
could be drawn? After arrival at
the orally perpetrated law in the pit i
The money was actually taken from
in a tank and the lower part is soaked w
ous water. There is a lamp overhea
work in chains. The laborers at the
to break stones with hammers, the

It is not threatened to forward these views to the official should the above be approved. The official should be told that the views are his own, and should urge the Imperial Chamber to appoint a commission of investigation into the whole question of Russo-Japanese economic relations. For the book it is possible, he may say that it is written with passion and without passion. The statisticians may be convinced without being embarrassed, but he may be doubted whether the economist historian have not been allowed to present the practical politicians. The renewal of Russo-Japanese war with or without support may or may not be inevitable, but the liability of France may seem fatality in the past, but the position and policy of Great Britain and the expansion of America are great factors to be ignored even in a purely economic calculation.—Twice.]

the
man
the
table,
tain
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man

hot, unhealthy climates, &c. It possesses such
in restoring strength and vigor to the debilitated
THERAPION is so
Merchants throughout the world. Price in
\$16. In ordering, state which of the three is re-
quired, and observe above Trade Mark, we re-
semble of word "THERAPION" on the letters of the
Government Stamp just by order of His &
Commissioners, and without which it is a fe-
Sold by Principal Coemiss

Is the Cook's best friend.

No Cook can afford to be without Bovril. An appetising and nutritious soup is quickly made by the use of Bovril and it renders Curries and all made dishes palatable and strengthening.

1879-3

SHIPPING.

ARRIVALS.

CANTON, Norwegian str., 774, John Martin, 25th Sept.,—Footow 23rd September, Cuso Oil, McElin & Co.
 CEYLON, British str., 2,637, C. F. Lockstone, 26th Sept.,—Yokohama 12th September, General, P. & O. S. N. Co.
 EMPRESS OF CHINA, British str., 3,046, R. Archibald, H.N.L. 26th Sept.,—Vancouver 4th Sept. and Singapore 25th, Mails and General, C. P. R. Co.
 CHANGKAI, British str., 2,274, J. Rafferty, 26th Sept.,—Antwerp and London 13th Aug. General, McGregor Bros. & Co.
 KWEIPANG, British str., 26th September, from Canton.
 LYRIA, German str., 2,734, C. Hofer, 25th Sept.,—Kobe and Nagasaki 25th Sept. General, Siemens & Co.
 MACHU, German str., 1,000, H. Hargis, 26th September,—Bangkok 14th Sept., Rice and Wood, Butterfield & Swire.
 PAKLAT, German str., 1,017, H. Dumas, 26th Sept.,—Bangkok via Swatow 17th Sept. Rice, Wood and General, Butterfield & Swire.
 ROON, German str., 5,023, G. Meiners, 26th Sept.,—Yokohama 16th Sept., Mails and General, Melchers & Co.
 SUNGKIANG, British str., 1,857, G. H. Pennefather, 26th September,—Cebu and Hong Kong 22nd Sept. General, Butterfield & Swire.
 WIK, German str., 2,949, Carsten, 26th Sept.,—Moj 21st Oct.,—Johann & Co.
 ZIMMER, German str., 1,888, F. v. Binzer, 26th Sept.,—Bremen and Singapore 22nd Sept. Mails and General, Melchers & Co.

CLEARANCES.

At the Harbour Master's Office.
 26th September.
 ARAU, British str., for Karachi.
 BERNARD, German str., for Shanghai.
 Carl Diederichsen, German str., for Hainan.
 CANTON, Norwegian str., for Langkat.
 Hainan, French str., for Hainan.
 Jena, Swedish str., for Shanghai.

DEPARTURES.

26th September.
 ANGIN, German str., for Swatow.
 ANTONIO, British str., for London.
 CAMERON, British str., for Kobe.
 CHANGKAI, British str., for Australia.
 CLARA JENSEN, German str., for Chaochow.
 DERWENT, British str., for Saigon.
 ERSATZ, British str., for Swatow.
 KONGWAI, German str., for Bangkok.
 KOWLOON, German str., for Canton.
 NICK, British str., for Penang.
 PALANQUITA, British str., for Hongkong.
 PERISA, Austrian str., for Trieste.
 POSCHAN, German str., for Trieste.
 TAMSUI, British str., for Manila.
 YOHOW, British str., for Shanghai.

SHIPPING REPORTS.

The German str. *Maeder* reports. Fresh N.E. winds, frequent rain squalls, rough sea and N.E. swell.
 The German str. *Roos* reports. During the trip we had very dry weather, northerly winds and moderate sea.
 The British str. *Glenn* reports. Light variable winds and smooth sea to lat. 13° N., long. 113° E.; then strong N.E. and E. winds, very high confused sea and swell with frequent heavy squalls and heavy rain, sky densely overcast to lat. 19° N., long. 113° 30' E. Afterwards weather fine and clear with moderate wind, sea and swell.

VESSELS IN DOCK.

26th September.
 AMERICAN DOCK.—
 ARAU, British str., *Panzer, Dier, Clavering, Orange Branch, Kowloon, Delta, Cady, COSMOPOLITAN DOCK*—Chilli.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA AND KOBE.
 THE Steamship
 "BORUSSIA"
 Captain Hahn, will be despatched as above TO-DAY, the 27th inst., at 5 p.m.
 This steamer has special accommodation for 1st, 2nd and 3rd passengers and carries a daily qualified doctor and stewardess.
 HAMBURG-AMERIKA LINIE.
 Hongkong Office.
 Hongkong, 26th September, 1905. [210]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
 THE Steamship
 "RADNORSIRE"
 will be despatched for the above ports on TO-DAY, the 27th inst., at 5 p.m.
 For freight and further information apply to SHEWAN, TOMES & CO., Agents "Shire" Line.
 Hongkong, 26th September, 1905. [2157]

FOR SAN FRANCISCO VIA PORTS.
 THE Steamship
 "DAKOTAH"
 Captain Ross, will be despatched for the above port TO-MORROW, the 28th inst.
 For Freight & further information, apply to SHEWAN, TOMES & CO., Agents.
 Hongkong, 22nd September, 1905. [2187]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN"
 Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 4th October, at Noon.
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong 13th September, 1905. [2115]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	1 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	About 28th inst.
LONDON, AMSTERDAM & ANTWERP.	ALCINOUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th Oct.
LONDON & ANTWERP.	RADNORSIRE	Brit. str.	1 m.		SHEWAN, TOMES & CO.	To-day, at 5 p.m.
LONDON, &c., VIA USUAL PORTS OF CALL.	BENGLOE	Brit. str.	1 m.		P. & O. S. N. Co.	About 28th inst.
LONDON, AMSTERDAM & ANTWERP.	NUBIA	Brit. str.	1 m.	F. J. Fox	P. & O. S. N. Co.	On 7th Oct. at Noon.
LONDON, AMSTERDAM & ANTWERP.	DIONED	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th Oct.
MARSEILLES, &c., VIA PORTS OF CALL.	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th Nov.
BREMEN, VIA PORTS OF CALL.	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 21st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	POLYNESIE	Frans. str.	1 m.		MESSAGERIES MARITIMES	On 3rd Oct., at 1 p.m.
HAVRE, A'WERP & HAMBURG VIA STRAITS, &c.	ROON	Ger. str.	1 m.	G. Meiners	MELCHERS & CO.	To-day, at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	1 m.	K. w. Rorden	HAMBURG-AMERIKA LINIE	On 8th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	1 m.	K. w. Rorden	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	1 m.	Schunfeldt	HAMBURG-AMERIKA LINIE	On 18th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	1 m.	Jabur	HAMBURG-AMERIKA LINIE	On 1st Nov.
GENOA, MARSEILLES & LIVERPOOL.	C. F. FERD. LAEISZ	Ger. str.	1 m.	v. Hoff	HAMBURG-AMERIKA LINIE	On 15th Nov.
NEW YORK VIA PORTS & SUEZ CANAL.	ALSTON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	SENeca	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On 20th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	ALSTON	Brit. str.	1 m.	Grimes	STANDARD OIL CO.	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ALSTON	Brit. str.	1 m.		DODWELL & CO., LD.	About 5th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	VANDALIA	Ger. str.	1 m.	Hans	CARLOWITZ & CO.	About 10th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	DAKOTAH	Brit. str.	1 m.	Ross	HAMBURG-AMERIKA LINIE	About 5th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	1 m.	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	SHAMUT	Am. str.	1 m.	E. V. Roberts	DODWELL & CO., LIMITED	On 14th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	TYDEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	ARABIA	Ger. str.	1 m.	Meisenstein	PORTLAND & ASIATIC S.S. CO.	On 7th Nov., at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL.	AUTANTIAN	Brit. str.	1 m.	McArthur	GIBB, LIVINGSTON & CO.	On 4th Oct., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	PRINZ WALDEMAR	Ger. str.	1 m.	Woltemas	MELCHERS & CO.	On 17th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	PRINZ WALDEMAR	Ger. str.	1 m.	H. S. Bradshaw	P. & O. S. N. Co.	About 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	WOSANG	Brit. str.	1 m.	Woltemas	MELCHERS & CO.	To-day, at 5 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	KWINGYANG	Brit. str.	1 m.	Hahn	BUTTERFIELD & SWIRE	On 9th Oct., at 3 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	BOREUSIA	Ger. str.	1 m.	Control	HAMBURG-AMERIKA LINIE	To-day, at 2 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	F. v. Binzer	MESSAGERIES MARITIMES	About 3rd Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	ZIETEN	Brit. str.	1 m.	F. v. Binzer	MELCHERS & CO.	To-day, at 3 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	LOONGMOON	Brit. str.	1 m.	F. v. Binzer	SHEWAN & CO.	On 30th inst., 4 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	KWONGSANG	Brit. str.	1 m.	G. M. Montford	JARDINE, MATHESON & CO.	On 2nd Oct., 3 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	Haraldson	P. & O. S. N. Co.	About 5th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	Thomson	OSAKA SHOSHEN KAISHA	On 5th Oct., 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	Krabbe	OSAKA SHOSHEN KAISHA	On 4th Oct., 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	H. Ohta	OSAKA SHOSHEN KAISHA	On 1st Oct., at 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	A. E. Hodgins	DOUGLAS LAFRAIR & CO.	On 8th Oct., 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		JARDINE, MATHESON & CO.	On 20th inst., at 4 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	A. Nottley	SHEWAN, TOMES & CO.	On 30th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	On 3rd Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		SHEWAN, TOMES & CO.	On 7th Oct., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		BUTTERFIELD & SWIRE	On 16th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		JAYA-CHINA-JAPAN LINE	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		JARDINE, MATHESON & CO.	To-day, at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		P. & O. S. N. Co.	About 2nd Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	CELANIAN	Frans. str.	1 m.		JARDINE, MATHESON & CO.	On 4th Oct. at 3 p.m.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR SINGAPORE, PENANG & CALCUTTA—NAMSANG. Wednesday, 27th Sept., Noon.
 "YUENSANG" Friday, 29th Sept., 4 p.m.
 "KONGSANG" Monday, 2nd Oct., 3 p.m.
 "FOOSHING" Wednesday, 4th Oct., 3 p.m.
 "WOSANG" Saturday, 9th Oct., 3 p.m.
 * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chaochow, Tientsin, Newchwang and Yungtze Ports.
 ‡ Taking Cargo on Through Bills of Lading to Lahat, Datu, Singapore, Tawau, Kudat, Usukan, Jesselton and Labuan.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.
 Hongkong, 27th September, 1905.

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.
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